

2.0

PROJECT DESCRIPTION

2.1 Project Description

2.1.1 Project Characteristics

The proposed project would prohibit certain operations at VNY by aircraft that exceed specified takeoff noise levels. The project would reduce the maximum takeoff noise levels allowed at VNY in four phases between 2009 and 2016. By 2016, the project would prohibit operations under most circumstances by aircraft whose takeoff noise level as published in the most current version of the Federal Aviation Administration (FAA) Advisory Circular (AC) 36-3 “Estimated Airplane Noise Levels in A-Weighted Decibels” is greater than or equal to 77 dBA.¹ The project includes exemptions for two historic aircraft types—those first flown before January 1, 1950, and those former military aircraft of types first flown on or after January 1, 1950. An exemption is also provided for operations related to major maintenance and repair work. Government, military, medical, and emergency operations would also be exempt from the project aircraft noise limits. Additional detail on the phaseout program and the exemptions proposed in the project ordinance is provided in Appendix A and below.

The project proposes no physical development or change in land use but will affect aircraft operations at VNY. The proposed project would also be expected to affect operations at several other airports in the region, referred to as “diversion airports” and described below under Section 2.2, but would not entail physical development or change in land use at those diversion airports.

VNY is located in the northwestern portion of the City of Los Angeles in the San Fernando Valley, and is generally bounded by Roscoe Boulevard to the north,

¹ For aircraft types not included in the AC, Section 5.3(c) of the draft ordinance requires operators to provide evidence to the Board of Airport Commissioners (BOAC) that the departure noise of the aircraft will not exceed the limit.

Vanowen Street to the south, Balboa Boulevard to the west, and Woodley Avenue to the east. Figure 2-1 provides a regional location map of the VNY project area.

2.1.1.1 City of Los Angeles Ordinance

A draft ordinance amending the previously adopted City of Los Angeles Ordinance No. 155727, Van Nuys Airport Noise Abatement and Curfew Regulation, provides the basis of the proposed project (see Appendix B.6, which presents the full text of the existing Van Nuys Noise Abatement and Curfew Regulation).² The draft ordinance proposed by this project is provided in Appendix A of this Draft EIR. On August 20, 2007, the BOAC approved the language for the draft ordinance and directed staff to initiate the environmental and approval process. With approval of the draft ordinance, Sections 5.2 and 5.3 would be added to Ordinance 155727 that identify both an updated schedule for implementation of the phaseout, as well as a number of exemptions from the maximum aircraft noise levels proposed at VNY.

Section 5.2 Aircraft Operations – Maximum Noise Levels

The ordinance states the following implementation dates for noisier aircraft phaseout at VNY:

- On or after January 1, 2009: No aircraft may arrive or depart the Airport [i.e., VNY] whose Advisory Circular 36-3A, as amended (AC 36-3), takeoff noise level equals or exceeds 85 dBA.
- On or after January 1, 2011: No aircraft may arrive or depart the Airport whose AC 36-3 takeoff noise level equals or exceeds 83 dBA.
- On or after January 1, 2014: No aircraft may arrive or depart the Airport whose AC 36-3 takeoff noise level equals or exceeds 80 dBA.
- On or after January 1, 2016: No aircraft may arrive or depart the Airport whose AC 36-3 takeoff noise level equals or exceeds 77 dBA.

Section 5.3 Exemptions from Maximum Noise Levels

The ordinance provides the following categories of exemptions to the noisier aircraft phaseout at VNY:

- Military aircraft and any government-owned or operated aircraft involved in law enforcement, emergency, fire or rescue operations
- Aircraft exempted by federal or state law for a bona fide medical or lifesaving emergency

² Section 1(b) of the existing Van Nuys Noise Abatement and Curfew Regulation defines the term “Aircraft” as “All fixed-wing aircraft driven by one or more propeller, turbojet, or turbo fan engines.” Therefore, the proposed phaseout would not apply to “rotary-wing” aircraft such as helicopters.

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Van Nuys Airport Regional Project Location

Basemap: United States Department of Agriculture Geospatial Data Gateway, United States Geological Survey (USGS), Environmental Systems Research Institute (ESRI)

- Aircraft engaged in bona fide medical or lifesaving emergencies, as proven by acceptable evidence of such emergency
- Aircraft of a type or class not included in AC 36-3 for which evidence has been furnished that the departure noise of the aircraft will not exceed the applicable takeoff noise level restriction set forth in the proposed phaseout program
- Aircraft that have been identified by the FAA as having a lower takeoff noise level than the applicable takeoff noise level restriction set forth in the proposed phaseout program
- Historic aircraft first flown prior to January 1, 1950³
- Until January 1, 2016, historic, former military aircraft first flown on or after January 1, 1950
- Until January 1, 2016, aircraft operations associated with repair and maintenance activity at VNY, including major alterations, required maintenance inspections related to major repairs or major alterations, or systems installations and warranty work
- Permanently departing aircraft.

The proposed exemptions can be understood as falling into five categories. The first is meant to ensure that official military-related flights and emergency-response flights may continue to be carried out at VNY without repercussions. The second category of exemptions is meant to allow continued operations at VNY of any aircraft sufficiently documented as not exceeding the respective noise limits in place during the phaseout periods. The third category of exemption encompasses operations of two types of historic planes: aircraft predating 1950; and newer (1950 and after), former military planes that are now privately owned and operated for personal, non-military purposes. The fourth exemption category covers major maintenance operations, and has been proposed to limit the potential burden on aircraft repair businesses located at VNY. Finally, the exemption for permanently departing aircraft allows any noisy aircraft based at VNY to depart for the purposes of relocating to another airport.

2.1.2 Project Alternatives

As discussed in CEQA Guidelines Section 15126.6, the EIR must evaluate reasonable and feasible alternatives to the proposed project. Chapter 5 of this Draft EIR includes a discussion of two specific alternatives, along with an explanation of why prospective alternatives that could be considered for this project are limited. Alternative 1 (No Project) is defined as the status quo, with no project-related changes in aircraft operating restrictions at VNY. Alternative 2 (Stage 3 and 4 Exemptions) proposes the same operating restrictions at VNY as the project (including exemptions), but with an additional exemption for aircraft certificated as

³ BOAC will review exemption provisions on or before January 1, 2019, and every 10 years thereafter for these aircraft.

Stage 3 or Stage 4.⁴ (The version of the ordinance proposed in Alternative 2 is provided in Appendix A.1 of this EIR.)

2.1.3 Project Phaseout Schedule

The proposed project would be implemented in four phases between 2009 and 2016, as summarized below in Table 2-1. It is anticipated that the BOAC would adopt the project ordinance or an alternative ordinance to implement the phaseout in late 2008.

Table 2-1. Phaseout Implementation Schedule

| Date | Noise Limit for Aircraft Operation |
|-----------------|------------------------------------|
| January 1, 2009 | ≥ 85 dBA |
| January 1, 2011 | ≥ 83 dBA |
| January 1, 2014 | ≥ 80 dBA |
| January 1, 2016 | ≥ 77 dB dBA |

Source: Los Angeles World Airports 2007

2.1.4 Affected Aircraft Operations at VNY

2.1.4.1 Noisier Aircraft Operations

Table 2-2 shows the estimated forecast of jet operations at VNY by aircraft whose maximum takeoff noise level is greater than or equal to the respective dBA limits proposed to be imposed during each of the project's phaseout years. These forecasts, conducted by SH&E and incorporated into the jointly prepared Noise Report (HMMH & SH&E, 2008; Appendix B of this EIR), formed the basis for analyzing the project's impacts at VNY and the diversion airports. The numbers in the tables represent the estimated operations that would no longer be allowed to operate at VNY with implementation of the project. The numbers do not take into account that the previous year's limitation is imposed. In other words, all estimated 2009 operations of Boeing 727s at VNY would be affected by the 2009 limitations; were the 2009 limitation not to be imposed, that number of Boeing 727s operations is anticipated to decrease to 35 by 2011 due to retirement and reduced usage of older aircraft that is expected to occur regardless of whether the project would be imposed.⁵

⁴ Stage 3 and Stage 4 are defined in Section 1.1.1 of this Draft EIR.

⁵ FAA data shows that VNY operations of large, hushkitted Stage 3 aircraft declined by 8.7% per year between 2004 and 2007. As time goes on and the aircraft continue to age, it is anticipated that operations of these older aircraft

Table 2-2. Jet Aircraft Operations (Annual) at VNY Affected by Proposed Project

| Aircraft Type | 2009 | 2011 | 2014 | 2016 |
|--------------------|-----------|-----------|--------------|--------------|
| Boeing 727* | 38 | 35 | 32 | 19 |
| Learjet 24, 25, 28 | — | — | 522 | 435 |
| Gulfstream II/III | — | — | 1,428 | 1,358 |
| Falcon 20 | — | — | — | 63 |
| Other | — | 7 | 7 | 11 |
| Total | 38 | 42 | 1,989 | 1,886 |

Source: HMMH and SH&E, 2008.

*Includes variants B727, B721, and B722

As shown in Table 2-2, the operational noise limits for 2009 and 2011 would affect only a small number of jet operations in those respective years, but would affect a larger number of operations in 2014 and 2016 because the 2014 and 2016 limits would apply to a greater number of operations—those of older Gulfstream and Learjet aircraft that operate frequently at VNY. The number of affected operations decreases from 2014 to 2016 because the decrease in the number of operations by older aircraft due to anticipated aircraft retirements and reduced usage would have a greater impact than the additional reduction in takeoff noise limits proposed by the project ordinance. As a result, 2014 is the planning year with the greatest effect on noisier jet operations at VNY, causing the greatest reduction in operations and, therefore, causing the greatest number of diversions to three of the identified diversion airports—BUR, LAX, and CMA, as described below. Analyzing the ordinance’s impacts during this year provides a worst-case scenario of project impacts at the three airports anticipated to handle the diverted traffic.

At two other diversion airports—CNO and WJF—project-related diversions from VNY are not anticipated to occur until 2016. As discussed previously, the proposed ordinance includes exemptions that would permit certain noisy jet aircraft to operate at VNY until ~~2016~~ the last day of 2015, but not thereafter. Rather than causing the affected aircraft to be taken out of service, the expiration of the exemptions is expected to move the aircraft operations to other airports in the region in 2016. Therefore, 2016 is the first year in which impacts are anticipated to occur at CNO and WJF. Diversions would continue to occur after 2016, but they are estimated to be lower as time goes on due to the retirement of older aircraft anticipated to occur independent of the project. For this reason, the EIR focuses on 2014 as the planning

would decline at a slightly faster rate of 9.3% per year. This 9.3% rate was assumed in generating the forecasts for this project analysis.

year for VNY, BUR, LAX, and CMA⁶; and it focuses on 2016 for CNO and WJF. These airports are described below in Section 2.2.

2.1.4.2 VNY Operational Changes

Aircraft Operations Subject to Maximum Noise Levels

Operators of aircraft at VNY that exceed the proposed project takeoff noise limits would respond to the proposed restriction in one of three ways: 1) retire the current aircraft and replace it with one that meets the proposed limits; 2) modify the current aircraft by installing a hushkit⁷ that enables it to meet the proposed noise limits and continue to operate the aircraft at VNY; or 3) shift operations to another airport in the region. Aircraft owners who operate frequently at VNY are expected to replace or hushkit their aircraft so they can continue to operate at VNY. Aircraft owners who operate less frequently at VNY are expected to shift to diversion airports in the greater southern California region. According to aircraft owner and operator surveys conducted in 2006, approximately 342 general aviation jet aircraft that exceed the 2016 noise restrictions currently operate out of VNY. Of these, 205 aircraft had only one or two VNY flights during the year, 87 had between 3 and 11 flights, and 50 flew 12 or more flights at VNY, or an average of at least one flight per month.

In order to estimate how the affected operators would respond to the phaseout, LAWA consultants conducted a series of nine interviews in spring 2007 with charter aircraft operators and fixed base operators at VNY who may be affected by the proposed noise restriction. The consultants also interviewed representatives at CMA, CNO, and Santa Monica to discuss the potential for those airports to attract project-related diversion activity. During the operator interviews, the operators stated strong opinions regarding VNY's positive identity as a business jet center and VNY's favorable reputation as a popular airport for operating Gulfstream aircraft, certain types of which would be affected by the proposed phaseout. The interviewed operators also expressed uncertainty about what the future would bring in terms of the economy, fuel prices, noise restrictions at other airports, and maintenance requirements that may be instituted for certain aircraft, all of which are factors that would affect future operational activity for business jets. Given these uncertainties, operators were not able to definitively specify how they would react to the future project-related restrictions were they to be implemented. This led LAWA's consultants to use their professional judgment to develop a reasonable assumption regarding which owners would install hushkits and which would divert their operations to other airports. Based on the operators' strong affinity for operating at VNY, as expressed in the interviews, and considering the expenses associated with installing hushkits, LAWA's consultants assumed that Owners-operators of the 50

⁶ While 2014 would be the year of the greatest number of flights affected by the noise restrictions proposed in the phaseout (see Table 2-2) and, accordingly, the year of the greatest number of diversions at BUR, LAX, and CMA, it is important to note that these airports would continue to be affected by the ordinance beyond 2014, but to a lesser extent (See Table 2-2).

⁷ Hushkits are devices designed to reduce aircraft engine noise, typically using exhaust mixers, acoustically treated tailpipes, revised inlet nacelles and guide vanes to reduce the noise generated by older, low-bypass jet engines.

noisy aircraft that flew 12 or more annual flights (24 or more annual operations) at VNY are expected to replace or hushkit their aircraft so they can continue to operate at VNY. Operators with fewer than 12 annual flights have less incentive to assume the expense of replacing or hushkitting their aircraft in order to remain at VNY. Therefore, The-the others are expected to shift to other airports to avoid the cost of replacing or hushkitting their aircraft. Table 2-3 shows the projected operations of affected aircraft, comparing replacements or hushkit installations that remain at VNY to those operations that are anticipated to shift to another nearby airport.

Table 2-3. Changes in General Aviation Jet Aircraft Operations (Annual) Due to the Proposed Project

| | 2009 | 2011 | 2014 | 2016 |
|-----------------------------|-----------------|-----------------|---------------------------------|---------------------------------|
| Replace or Hushkit Aircraft | 0 | 0 | 1,620 1,619 | 1,350 1,335 |
| Shift to Another Airport | 38 ¹ | 42 ¹ | 369 370 ¹ | 536 551 ² |
| Total | 38 | 42 | 1,989 | 1,886 |

Notes:

1: All shifts to BUR, LAX, or CMA

2: Includes ~~176-291~~ shifts to BUR, LAX, or CMA; and ~~360-260~~ shifts to CNO or WJF

Note: This table does not include operations of former military aircraft, which are not considered general aviation aircraft. Those operations are shown in Table 2-4 and Table 2-6.

Note: This table was revised in the Final EIR to correct minor clerical errors. The modifications do not affect the impact analysis.

Source: HMMH and SH&E, 2008

The operational noise limits for 2009 and 2011 would only affect a small number of operations at VNY, and these operations are expected to shift to other airports. The noise limit for 2014 would affect an estimated 1,989 operations. Operators are expected to replace or hushkit the aircraft that account for ~~1,641~~1,619 or ~~828~~1% of these operations, with ~~348-370~~ operations expected to shift to other airports. The noise limit for 2016 would affect 1,886 operations (~~not accounting for the operations reduction due to the ordinance's proposed 2014 limit~~). As would be the case in 2014, operators would replace or modify the noisy aircraft responsible for most of these operations, with ~~536-551~~ operations shifting to other airports in 2016. ~~While the number of total estimated 2016 diversions is higher than the estimate for 2014, 176 of these would be diversions to BUR, LAX, or CMA that were already accounted for in the 2014 number; the remaining 360 would be diversions to CNO or WJF newly occurring in 2016.~~ General aviation diversions projected to occur in 2016 include 260 maintenance-related operations that are anticipated to shift to WJF when the VNY maintenance exemption expires, as well as 291 diversions to BUR, LAX, and CMA. In addition to these general aviation diversions, the project would result in an estimated 100 diverted operations of former military aircraft in 2016, which are

anticipated to divert to CNO when the exemption for those aircraft expires in that year, as discussed below.

Aircraft Operations Exempt from Maximum Noise Levels

The proposed project would allow exemptions that would permit operations at VNY by five groups of aircraft that exceed the takeoff noise limits: 1) active military- and emergency-related operations; 2) permanently departing aircraft; 3) historic aircraft first flown before 1950 (all of which are piston-powered aircraft~~—are expected to conduct all historic aircraft operations at VNY~~); 4) historic former military aircraft first flown in 1950 or later that are now privately owned; 5) aircraft being repaired or undergoing major maintenance at VNY; and 6) any aircraft sufficiently documented as not exceeding the respective noise limits in place during the phaseout periods. No expirations would be imposed on the active military- and emergency-related exemptions; or on the exemption for permanently departing aircraft. The pre-1950 historic-aircraft exemption has no expiration date but is subject to review on or before January 1, 2019, and every ten years thereafter. The exemptions for the former military aircraft (first flown in 1950 or later) and for the repair-related operations would both expire in 2016, pursuant to the proposed ordinance. Operators would require a permit from the airport to conduct repair-related operations for aircraft that exceed the project noise limits. Section 5.3(g) of the draft ordinance describes the specific provisions of this prior-permission process in detail.

Table 2-4 shows the forecast of noisy jet operations that the proposed project would permit under its privately owned former military and maintenance exemption provisions, which would continue until 2016, when the exemptions expire. Former military ~~jet-aircraft~~ operations are expected to remain constant at VNY at a low level until 2016. The maintenance exemption is not expected to begin to have an effect on shifting operations from VNY until 2014 because project noise limits would not affect older Gulfstream aircraft operations until that year. The maintenance exemption would give maintenance providers at VNY who specialize in older aircraft more time to adjust their businesses to the new restrictions, reducing any potential economic costs associated with these restrictions. Both of these exemptions would expire on January 1, 2016.

Table 2-4. Number of Noisier Jet Operations (Annual) Exceeding the Noise Limits and Remaining at VNY Due to Exemptions for Former Military and Maintenance Operations

| Type of Exemption | 2009 | 2011 | 2014 | 2016 |
|--------------------|------|------|------|------|
| Former Military | 100 | 100 | 100 | 0 |
| Maintenance/Repair | 0 | 0 | 260 | 0 |
| Total | 100 | 100 | 360 | 0 |

Source: HMMH and SH&E, 2008

2.1.4.3 Diversion Airports

Operations Shifted in 2014

Based on operational trends and facilities available at existing airports, as well as highway distances and driving times in the southern California region, three airports are expected to receive the aircraft operations that shift from VNY in the peak diversion year of 2014: BUR, CMA, and LAX. Table 2-5 shows the number of operations that are expected to shift to each of these three airports as a result of the proposed project in 2014, the year with the greatest number of operations affected at VNY, (Diversion operations caused by the 2014 noise-level limitation would continue to occur at the identified airports during 2016 and thereafter, but diversions are anticipated to be fewer as time goes on because of the non-project-related retirement of older aircraft expected to occur.)

Table 2-5. Shifts in Jet Operations (Annual) from VNY to Other Airports in 2014

| | BUR | LAX | CMA | CNO | WJF | Total |
|---------------|---------------------------|-----|-----|-----|-----|---------------------------|
| Annual | 492 <u>193</u> | 62 | 115 | 0 | 0 | 369 <u>370</u> |
| Daily Average | 0.5 | 0.2 | 0.3 | 0 | 0 | 1.0 |

Source: HMMH and SH&E, 2008

Note: This table has been revised in the Final EIR to correct minor clerical errors. The modifications do not affect impact analysis.

The number of flights expected to be shifted in 2014 is limited. With the implementation of the proposed project, BUR is expected to receive an additional ~~492~~193 operations per year, CMA 115 an additional operations per year, and LAX just 62 additional operations per year. When averaged out per day, this amounts to far less than one additional daily operation at each of the airports.

Exemption-Related Operations Shifted in 2016

The maintenance aircraft and former military aircraft operations that would no longer be permitted after the exemptions expire are expected to shift to other airports in the region. In 2016, ~~402~~100 former military aircraft operations would be expected to shift to CNO, located approximately 60 miles east of Van Nuys in Chino because one of the historic aircraft exemptions expires that year. CNO currently has two aviation museums and a number of businesses engaged in restoring old aircraft, including former military aircraft, and is likely to attract the former military aircraft affected by the project because of the availability of facilities and personnel dedicated to the upkeep of these historic aircraft. In addition, 260 maintenance-related operations of Gulfstream 2 and Gulfstream 3 jets are expected to shift to WJF located in Lancaster, approximately 60 miles northeast of Van Nuys, when the maintenance exemption expires in 2016. When interviewed as part of environmental review for this project, one of the primary maintenance providers at VNY that conducts major maintenance

on these Gulfstream jets, and who would therefore be affected by the exemption expiration, expressed a preference to develop facilities at WJF that would accommodate aircraft no longer permitted to conduct maintenance operations at VNY. Table 2-6 shows the number of operations that are expected to shift as a result of the proposed project in 2016. As with the estimated 2014 shifts listed above in Table 2-5, the shifts of former military aircraft and maintenance aircraft operations would, on average, amount to less than one operation per day at each of the affected airports.

Table 2-6. Exemption-Related Shifts in Jet Operations (Annual) from VNY to Other Airports in 2016

| | WJF | CNO | Total |
|----------|-----|-----|-------|
| Per Year | 260 | 100 | 360 |
| Per Day | 0.7 | 0.3 | 1.0 |

Source: HMMH and SH&E, 2008

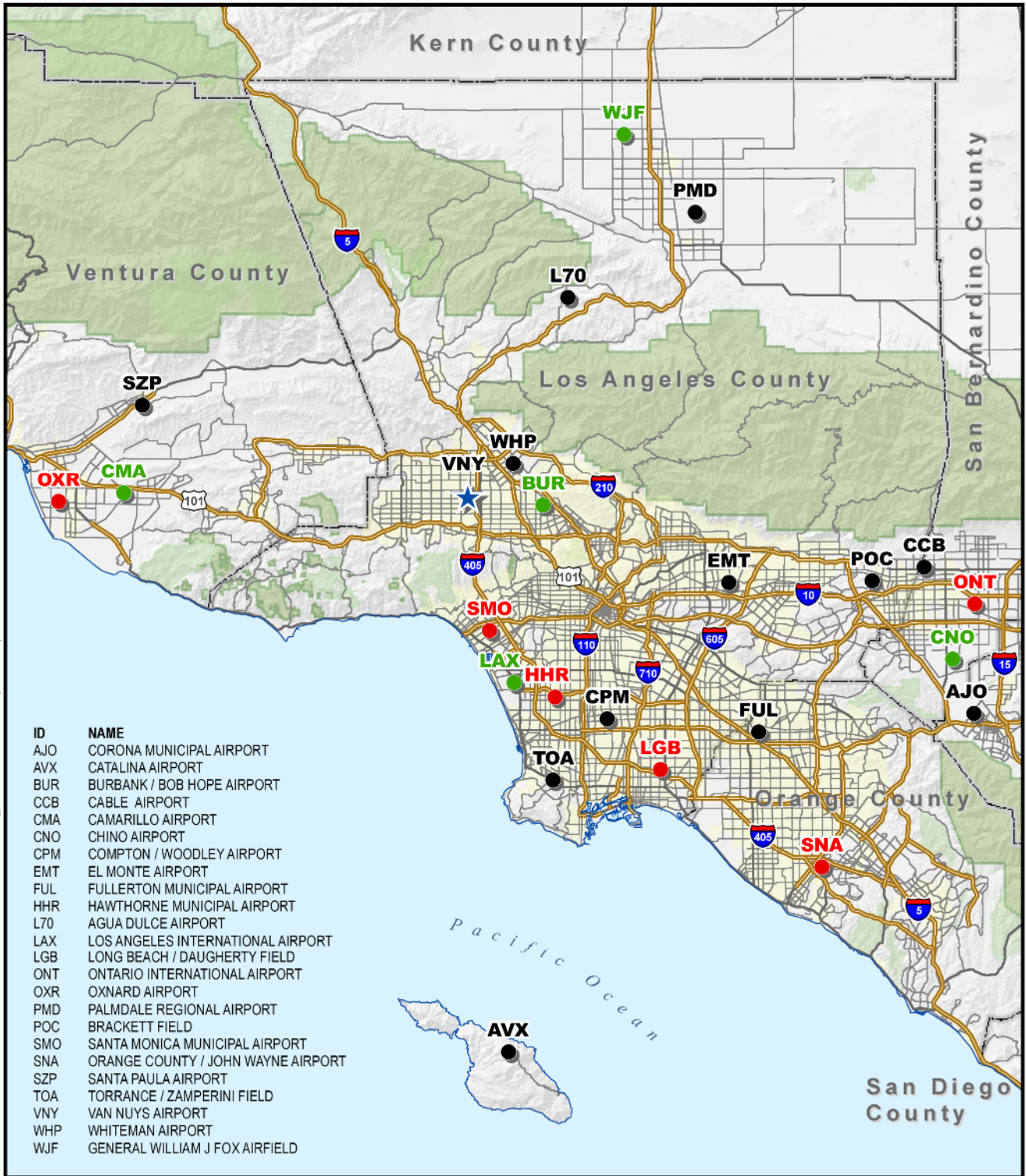
2.2 Project Location and Diversion Airports

While the proposed phaseout of noisier aircraft would occur at VNY, the reduction in aircraft operations at that airport is expected to shift some operations to five other airports—termed “diversion airports”—located elsewhere in the greater Southern California region, including BUR, LAX, CMA, CNO, and WJF. VNY and the five diversion airports potentially affected by the proposed project are briefly described below, while a more complete discussion of the existing conditions and environmental setting at each of these airports is presented in Chapter 3.

The process of selecting the likely diversion airports for analysis in this EIR entailed the initial identification of 16 facilities within approximately 60 driving miles of Van Nuys, as well as a review of the airports’ characteristics that would make them attractive or accommodating to aircraft phased out from operating at VNY. These characteristics include their current level of jet aircraft activity, the lengths and widths of their runways, the availability of jet fuel, driving distance and travel time from VNY, and the existence of any noise restrictions that would preclude diverted VNY aircraft from operating at the respective airports.

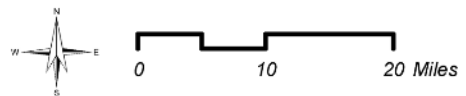
Review of these considerations led LAWA to screen out most of the initially identified facilities as unlikely to receive VNY diversions. Regional facilities that were considered unlikely to serve as diversion airports and thus were eliminated from analysis in this EIR are Hawthorne, John Wayne Orange County, Long Beach, Ontario, Oxnard, and Santa Monica. Figure 2-2 provides a regional location map of the diversion airports and those airports screened out from further consideration. Additional detail of the methodology and conclusions for identifying diversion airports can be found in Section 4.2 of this EIR and Sections 7.2 and 7.3 of the Noise Report ~~Report~~ (Appendix B of this EIR). VNY and the five airports that were

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- Diversion Airports
- Considered but Eliminated due to Airport or Phaseout Related Considerations
- Other Airports within Approximately 60 Miles of VNY

Regional Airports Considered for Phased Out VNY Operations



considered the most likely diversion candidates to accommodate phased-out VNY aircraft are discussed below.

2.2.1 Van Nuys Airport (VNY)

Van Nuys Airport is located in Van Nuys, a community within the City of Los Angeles located in the San Fernando Valley. The airport is approximately 1 mile west of the Interstate-405 (I-405) freeway and 21 miles northwest of downtown Los Angeles.

The airport is owned and operated by LAWA, which also owns and operates LAX and L.A./Ontario International Airport (ONT), and which operates the passenger airline terminal at L.A./Palmdale Regional Airport (PMD).⁸ VNY serves as a reliever airport and has no commercial service.⁹ VNY has a control tower and two parallel runways, Runway 16R-34L (8,001 by 150 feet) and Runway 16L-34R (4,001 by 75 feet) used mainly for light piston aircraft operations.

VNY is located in an area that is fully developed, primarily with residential and commercial uses, and therefore is one of 10 “noise problem” airports in California, as defined by the provisions of the California Airport Noise Standards (California Code of Regulations [CCR], Title 21, Section 5000 *et seq.*).¹⁰

2.2.2 Bob Hope Airport (BUR)

Bob Hope Airport is located approximately 9 miles east of VNY in the City of Burbank. BUR is classified by the FAA as a medium hub airport¹¹ and provides passenger airline, all-cargo, and general aviation service. The airport is owned and operated by the Burbank-Glendale-Pasadena Airport Authority. BUR has two intersecting runways, Runway 15-33 (6,886 by 150 feet) and Runway 8-26 (5,801 by 150 feet).

Like VNY, BUR is located in a developed area, and is also considered to have a noise problem as defined by the provisions of the California Airport Noise Standards. BUR is in the process of submitting a Part 161 Study to the FAA requesting approval for a nighttime curfew. BUR was identified as a potential receptor of project-related VNY aircraft diversions because of a combination of BUR’s short driving distance to VNY and the presence of facilities and fuel that would accommodate diverted general aviation aircraft.

⁸ Since preparation of the Draft EIR, commercial operations have ceased at PMD’s passenger airline terminal.

⁹ A reliever airport is an FAA category identifying general-aviation facilities that serve to offload small-aircraft traffic from larger hub airports, such as LAX and BUR.

¹⁰ Available on the California Department of Transportation Aeronautics Division website: <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/avnoise.php> (accessed June 2008).

¹¹ Medium hub airports enplane between 0.25% and 1% of total US revenue passenger traffic.

2.2.3 Los Angeles International Airport (LAX)

Los Angeles International Airport is located approximately 22 miles south of VNY and 15 miles southwest of downtown Los Angeles. It is classified by the FAA as a large hub airport¹² and provides passenger airline, all-cargo, and general aviation service. The airport is owned and operated by LAWA. LAX has four parallel runways: Runway 7L-25R (12,091 by 150 feet); Runway 7R-25L (11,095 by 200 feet); Runway 6R-24L (10,285 by 150 feet) and Runway 6L-24R (8,925 by 150 feet).

Like VNY and BUR, its proximity to development means that LAX is listed by the state as a noise-problem airport. LAX is conducting a Part 161 Study to analyze the benefits and costs of restricting certain nighttime aircraft departure operations. LAX was identified as a potential receptor of project-related VNY aircraft diversions because of a combination of LAX's short driving distance to VNY and the presence of facilities and fuel that would accommodate diverted general aviation aircraft.

2.2.4 Camarillo Airport (CMA)

Camarillo Airport is a general aviation facility owned and operated by the County of Ventura Department of Airports. CMA is located in the City of Camarillo approximately 43 miles west of VNY and is classified by the FAA as a reliever airport.

The airport has a control tower and a single runway, Runway 8-26 (6,013 by 150 feet). Airport noise abatement procedures do not permit aircraft departures between midnight and 5:00 AM without prior approval from the facility's Airport Director. CMA was identified as a potential receptor of project-related VNY aircraft diversions because of a combination of CMA's short driving distance to VNY and the presence of facilities (e.g., adequate runways) and fuel that would accommodate diverted general aviation aircraft.

2.2.5 Chino Airport (CNO)

Chino Airport is a general aviation facility owned and operated by the San Bernardino County Department of Airports. It is located 3 miles southeast of the City of Chino approximately 60 miles east of VNY. CNO is classified by the FAA as a reliever airport. The airport has a control tower and three runways: Runway 8R-26L (7,000 by 150 feet), Runway 8L-26R (4,858 by 150 feet), and Runway 3-21 (4,919 by 150 feet). CNO was identified as a potential receptor of the project-related diversions of former military aircraft operations from VNY (when the ordinance's proposed exemption expires in 2016) because CNO currently has two aviation museums and a number of businesses engaged in restoring old aircraft, including former military aircraft, creating an inviting atmosphere for these project-related diversions.

¹² Large hub airports enplane at least 1% of total US revenue passenger traffic.

2.2.6 General William J. Fox Airfield (WJF)

General William J. Fox Airfield is a general aviation facility located in Lancaster approximately 60 miles northeast of VNY. WJF is owned by the County of Los Angeles Department of Public Works and is operated under contract by American Airports Corporation. The airport has a control tower and single runway, Runway 6-24 (7,201 by 150 feet). WJF was identified as a likely receptor of the project-related diversions of operations from VNY related to major maintenance and repairs (when the ordinances' proposed exemption expires in 2016) because one of the primary maintenance providers at VNY that services the Gulfstream jets potentially affected by the exemption's expiration expressed a preference to develop facilities at WJF that would accommodate aircraft no longer permitted to conduct maintenance operations at VNY. WJF would be regionally accessible to aircraft operators needing major maintenance and repairs for these jets.

2.3 Project Objectives

Pursuant to CEQA Guidelines Section 15124(b), LAWA has identified the following objectives for the project:

- Reduce aircraft noise impacts on areas near VNY, particularly the impacts on residential areas.
- Limit the burden on aircraft owners and operators by reducing takeoff noise limits incrementally over the span of several years.
- Limit the burden on maintenance providers at VNY by providing exemptions for maintenance-related operations until 2016.
- Reinforce compliance with noise limitations by providing a feasible program of penalties for violators.
- Support the goal of the VNY Master Plan to accommodate military aircraft older than 1950 by including an exemption for historic aircraft.

2.4 Required Approvals

Implementing the proposed phaseout program requires review or approval by the following bodies and agencies. The bodies listed below will use this EIR to consider the project's potential environmental effects prior to taking action on approving or denying the project.

- LAWA Board of Airport Commissioners
- Los Angeles City Council
- Mayor of Los Angeles

